to restore the proportions. It would be an epoch and a praise to be sounded abroad, if the Government would open it to the gaze and admiration of travellers. Think of a stone that weighs 887 tons 550 pounds! At the corner of one of the Theban temples are the fractured remains of that enormous thing, of red polished granite, which was mutilated by the malicious hatred of Cambyses, the Persian invader. It is supposed to be the one referred to by the historian, which required the combined force of 2,000 men for three years to transport it from the quarry to its present position. How it could be broken across the hips, knees, and in other places, is a perfect mystery, since neither wedges, fire, nor an explosive mixture were applied. In Trajan's forum at Rome, huge granite columns stud the area, broken off at different lengths, apparently by the same process, which induces me to suspect an art is lost in stone masonry, by which the ancients were enabled to get the mastery of those monstrous obeliska, standing like needles before their sacred edifices.

A day is certainly coming when extraordinary developments will result from uncovering these buried architectural treasures. While passing from one once secret labyrinth to another, in some of these very surprising contrivances of three and four thousand years ago, I felt a conviction, as I still do, that discoveries which will unravel many mysteries, and throw a strong light on the early history of our race, will yet be made in these places. Those apartments known as the king's and queen's chambers in the interior of the pyramid of Cheops, are just nothing at all. They were designed originally, in my humble opinion, to deceive those who might in after times get access to them—to divert them from the search of the more important, and in the estimation of those for whom it was raised, sacred objects, which are deposited somewhere in that astonishing monument. While groping along the obscure passages, and examining the ingenuity of the mechanics which is displayed in the adjustment of one stone to another, and the consummate skill with which they intended to conceal parts already laid open, I felt an almost irresistible desire to commence a new series of explorations.

IRISH BUILDING WORKS.

A new Roman Catholic church is to be erected at Irishtown, County Dublin, from the designs of Mr. McCarthy, architect. The style will be Gothic, of the fourteenth century. The plan comprises nave, north and south aisles, chancel, with a chapel of the Blessed Sacrament at the east end of the north aisle, and a chapel dedicated to the Blessed Virgin, to correspond at the south side. There will be a bell tower on the south-west angle. At the north side a spacious sacristy is provided. The nave and aisles will be roofed with separate gables. The nave will be separated from the aisles by arcades of eight bays, supported on cut stone piers, with moulded capitals and bases. The chancel and side chapels will be separated from each other by parcloses, and from the nave and aisles by screens of light design. The timbers of the roof are to be exposed, stained and varnished. It is not intended to erect the bell tower at present, as funds do not permit. The total dimensions of the church are 130 feet by 57 feet.

A new conservatory is to be erected at Glenageary. The dimensions are 58 feet in length by 15 feet in width. On the south elevation is a semicircular transept 24 feet by 15 feet. Upright posts of cast iron with consoles at heads, supporting cornice which forms gutter, are placed at intervals of 3 feet 4 inches from centre to centre: these rest on walls 14 inches thick, with granite facing. The roof is of elliptical form: it is formed with wrought-iron ribs connected by a wire running the entire length. The total cost will be 1,000*l*. The Irish Engineering Company are the contractors. Mr. Alfred G. Jones is the architect.

The Poor-law Commissioners have determined upon erecting a new union workhouse at Glennamady, and are receiving tenders for the execution of the works according to the plans of their architect.

A new church at Tramore was consecrated on the 25th March, by the Bishop of Cashel.

The directors of the Dublin and Belfast Junction Railway intend erecting a new station and store at Madden Bridge, in the County of Armagh.

An almshouse is to be erected in the town of Aughnacloy, according to the drawings of Mr. S. Symes, architect.

The Dublin and Kingstown Railway Company intend erecting a new and permanent bridge of malleable iron over the river Dodder. Messrs. Fairbairn, Brothers, and Co., are the contractors.

Two new Roman Catholic churches are to be erected in Wexford.

A new custom-house, with portion of the building to be appropriated to post-office purposes, is to be erected at Belfast.

The corporation of Kilkenny have determined upon extending St. John's Quay along the river for the entire of Cormack Island.

The committee of natural history of the Royal Dublin Society intend erecting a new museum in connection with the present buildings, and have advertised to give a premium of 10*l*. for the best plan: the cost will be 2,500*l*. Liberal committee!

Upwards of 1,500 men have been employed during the winter months on the extension line to Galway. Nearly all the minor bridges are completed. A new goods depôt has been constructed at Mullingar on a commodious scale, and a new engine house is building at the Dublin terminus: twenty-seven miles of permanent way through Westmeath portion are nearly complete. In county Galway twenty-five miles are laid down.

The great swivel bridge at Lough Athalia is nearly finished: a weight of 200 tons is constructed to be moved with ease by a simple hand-gearing. Messrs. Dargan are the contractors for the masonry, Messrs. Fairbairn for the iron work. The length of the bridge over the Shannon will be 600 feet, consisting of iron girder openings 165 feet span, with a swivel bridge for navigation in the centre, the structure to rest on two cast-iron cylinders sunk in river and filled with masonry. Messrs. Fox and Henderson are the contractors. The bridge over the river Luck is in a forward state. The stations along the whole line are in progress, except that at Athlone, which will be commenced immediately. Messrs. Cockburn and Son, of Dublin, are erecting them. Mr. G. W. Hemans, engineer in chief.

The board of guardians of the Rathdrum Union intend erecting additions to the workhouse, and also to add a fever hospital: the drawings for same have been furnished by the Poor Law Commissioners' architect.

The first stone of the entrance lock to the tidal basin or Corrib docks of the new canal now in progress in connection with the navigation and drainage of Lough Corrib and Mask was laid down on the 9th April. Mr. Saml. W. Roberts, district engineer.

Turn-out of Brickmakers' Labourers.—In consequence of the duty being taken off bricks, some of the masters in the neighbourhood of Altrincham have had their moulds made of a larger size than others, continuing to pay the same wages to their labourers, who, in consequence, have turned out. About fifty or sixty of them visited the yard of Mr. James Hardy, of Hale, whom they intimidated. The number afterwards increased to ninety men at least. Mr. Hardy's work has been at a stand since that day. He knew four of the turn-outs, who were taken before the magistrates at Altrincham, and ordered to enter into sureties, themselves in 10*l*. and two sureties in 5*l*. each, to keep the peace for three months. The bail was given and they were discharged.

Edinburgh Philosophical Institution.—Mr. A. Christie, director of the School of Design at Edinburgh, has recently delivered two lectures at this institution, "On the Art of Design as applied to Manufactures." A large collection of specimens and drawings was exhibited in illustration.

EXCURSIONS BY RAIL.

The various railway companies have lost no time in starting excursion trains for the present season, and they are already profiting largely by the venture. On Sunday in last week the Great Western started their first cheap trip from London to Bath and Bristol; fare, 5*s*. The number of passengers who visited the two cities was about 700. On the Monday following a cheap train left Bristol, calling at Bath, Chippenham, and Swindon, and conveyed about the same number of passengers to the metropolis. On Monday, about 400 persons from London visited Oxford. On Tuesday, about 500 from that city and Banbury availed themselves of the excursion train to visit London. Another train was then announced for the opening of the Great Exhibition.—On Easter Monday, too, the Cambridge public availed themselves, in very large numbers, of the excursion trains on the Eastern Counties line to London. The Colchester line train arrived at a quarter past twelve, bringing nearly 1,000 passengers, and the train from the Cambridge district, consisting of thirty-eight carriages, at two o'clock, brought about 1,500. Last year there were no holiday trains at Easter, greatly to the regret of the inhabitants of the Eastern district, and equally detrimental to the pecuniary interests of the company, for the working expenses of these trips are found to be but a small per centage on the aggregate receipts.—The South-Western directory, also profiting by the experience of the past, commenced their excursion trains in good time this year. On Monday in last week a train left Southampton with 250 passengers, and took in at Bishopstoke from Winchester and Salisbury about 150 more. If the day had been fine the numbers would doubtless have been quadrupled, but unfortunately the weather was miserably wet.—In Ireland, too, the excursion system is already taking root. Pleasure trips to and from Dublin and Kilkenny were given on Easter Monday, when a large number of persons availed themselves of the opportunity of enjoying the excursions. The number leaving Kilkenny, according to the local *Moderator*, was upwards of 400, and this was so largely augmented at the various stations along the route, that there was not sufficient engine power at length to draw them. Those who took the trip from Dublin were more fortunate: they arrived in due time, to the number of about 900, and spent the day in visiting the Cathedral, Castle, and other local lions.

Southampton Water Supply.—A report (printed by Marshall, of Southampton) has been made by Mr. Ranger, consulting engineer to the local board of health, Southampton, on the various sources of water supply available to that town. The conclusions are, that, with regard to the artesian well on the common, any additional outlay upon a work where success is so much more than doubtful should be stopped,—that with reference to the existing works, as their system is defective they should be but temporarily used till a new supply is ready,—and that as Professor Way states, that "there could be no hesitation in recommending the waters of the Itchen, as fit and proper waters for the supply of a town in the absence of other sources," and as considerations of expense preclude resort to any others, the waters for the supply of the town should be derived from the river Itchen, either above or below the tail of the Mansbridge Lock, as more definite plans, surveys, or valuations may decide.

Stourbridge Clay.—Articles of any form it appears can now be produced in the fire clay of Stourbridge, with an enamel equal to that of the best China, and in imitation of the various marbles. Baths of every variety, some weighing when burst upwards of 7 cwt. and looking like a single block of excavated marble, have been successfully made ever since the Isis Gold Medal of the Society of Arts was given to Messrs. Rufford, Finch, and Masson, as a prize, offered at Prince Albert's suggestion, in order to assist the movement for peoples' baths and washhouses.

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